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NAVAL SUPPLY SYSTEMS COMMAND  
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From: Commander, Naval Supply Systems Command

Subj: "G" CONDITION MANAGEMENT INSTRUCTION

Encl: (1) "G" Condition Management Instruction

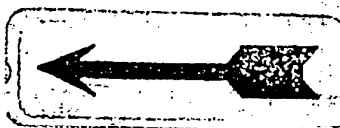
1. Enclosure (1) is an advance copy of the signed aviation "G" Condition Management instruction. This instruction is currently being printed. Distribution is expected by February 1989.

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NAVAL AIR SYSTEMS COMMAND  
NAVAL AIR SYSTEMS COMMAND HEADQUARTERS  
WASHINGTON, DC 20361

IN REPLY REFER TO

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Naval Supply Systems Command  
Washington, DC 20376-5000

NAVAIRINST 4440.6D  
NAVSUPINST 4440.155D  
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SUP 0632C  
15 Nov 88

NAVAIR INSTRUCTION 4440.6D  
NAVSUP INSTRUCTION 4440.155D

From: Commander, Naval Air Systems Command  
Commander, Naval Supply Systems Command

Subj: MANAGEMENT OF CONDITION CODE "G" REPAIRABLE COMPONENTS

Ref: (a) NAVSUP Publication 437 (MILSTRIP/MILSTRAP)

1. Purpose. To provide policy and procedures for the management and control of Condition Code "G" Repairable Components.

2. Cancellation. This instruction supersedes NAVAIR Instruction 4440.6C and NAVSUP Instruction 4440.155C of 25 October 1982.

3. Scope. This instruction applies to Naval Air Systems Command (NAVAIR), Naval Supply Systems Command (NAVSUP), Naval Aviation Depot Operations Center (NAVAVNDEPOTOPSCEN), Navy Aviation Supply Office (ASO), Navy Ships Parts Control Center (SPCC), Naval Aviation Depots (NAVAVNDEPOT's), Naval Avionics Center, Indianapolis (NAC), Naval Supply Centers (NSC's), and Marine Corps Air Station (Cherry Point (Supply Department)). This instruction applies to all repairable components scheduled for repair at NAVAVNDEPOT's and NAC, and received on the supply officers' stock records. Specifically included within the scope of this instruction are 4R, 6R, 7R, 4Z, 6K, and OR cog repairable components. Also included are all SPCC cog depot level repairables (i.e., 7E, 7G and 7H cog) reworked at NAVAVNDEPOT and NAC Indianapolis.

4. Summary of Changes. The following list identifies changes to the current policies and procedures for "G" Condition Management.

a. "G" management practices will be standard for all NAVAVNDEPOT's and their designated support points (DSP's).

b. Responsibilities assigned to NAVAVNDEPOT's and DSP's (including NSC's) are clarified.

c. Procedures are established for NAVAVNDEPOT's to perpetuate requisitions. The Designated Overhaul Point (DOP) and DSP's will adhere to policy guidelines and responsibilities published for perpetuation of DOP requisitions.



NAVAIRINST 4440.6D  
NAVSUPINST 4440.155D

d. Upon implementation of the automated system, DSP's will no longer order Special Accounting Class (SAC) 203 requisitions. Upon discontinuance of the SAC 203 requisitions, the repair parts will be charged against a specific job order number established at the NAVAVNDEPOT's for "G" Condition. The funding will be provided by the Navy Stock Fund through a budget additive at the Inventory Control Point (ICP).

e. The DOP's shall provide the DSP's with updated status on all parts requirement, prior to transfer of the repairable components.

f. Upon implementation of the automated "G" Condition management system, items will no longer migrate to "F" Condition from "G" Condition except for redistribution purposes (i.e., loss of depot capability thereby causing depot reassignment).

g. The time limit that NAVAVNDEPOT can hold material awaiting receipt of parts before migrating the component to "G" Condition is extended from 30 days to 45 days.

h. If there is a repair requirement reinduct "G" Condition components for which all parts have been received, within two weeks if the NAVAVNDEPOT has plant capacity.

i. "G" Condition inventory/authorized limits are revised.

j. DOP coordinate with DSP's to identify and expedite driving components of "G" Condition. DSP's report top critical asset concerns to the ICP.

k. The DSP and ICP responsibility in providing repair part support is expanded.

5. Definition. For the purpose of this instruction the following definitions apply.

a. A "G" Condition component is a repairable component suspended from depot level rework due to a shortage of one or more repair parts.

b. NAVAVNDEPOT's refer to the aviation industrial repair activities that fall within the scope of this instruction. These activities are listed with their designated support points below.

c. DSP refers to the NSC's and supply departments which provide support to the NAVAVNDEPOT's. The DSP's and NAVAVNDEPOT's that they support are:



*Remaining*  
*K-FISC*

DSP's

- ~~NSC Norfolk~~
- X SUPO, MCAS Cherry Point
- X NSC Jacksonville
- ~~NSC Pensacola~~
- X NSC San Diego
- ~~NSC Oakland~~
- ~~SUPO NAC Indianapolis~~

NAVAIRINST 4440.6D  
NAVSUPINST 4440.155D

NAVAVNDEPOT'S

NAVAVNDEPOT Norfolk  
NAVAVNDEPOT Cherry Point  
NAVAVNDEPOT Jacksonville  
NAVAVNDEPOT Pensacola  
NAVAVNDEPOT North Island  
NAVAVNDEPOT Alameda  
NAC Indianapolis

6. Information. Reference (a) assigns Condition Code "G" to repairable items for which repair cannot be completed due to lack of procedures and methods for the management of the parts requirements which cause a component to be transferred to "G" Condition. The purpose of this instruction and sound "G" Condition management is to reduce the amount of time that a component is suspended from rework thereby increasing repairable system material availability.

7. Policy

a. "G" management practices will be standard for all NAVAVNDEPOT's and their DSP's.

b. Components are to be placed in "G" Condition solely for lack of parts or subassemblies, and only when the parts or subassemblies required to complete repair have been identified. The DOP must identify the associated parts required prior to migration to "G" Condition. Components should not be migrated to "G" Condition solely for a lack of a depot manufactured item.

c. The Navy Industrial Fund (NIF) inventory will be checked prior to requisitioning parts from the supply system.

d. NAVAVNDEPOT requirement will be perpetuated when the DSP has implemented the automated "G" Condition management system. When the new system is implemented the DSP will no longer order SAC 203 requisitions.

e. NAVAVNDEPOT requisition for inducted components that cannot be satisfied through NIF inventory, Operational Support Inventory (OSI) or by wholesale assets within 45 days of the requisition date will be modified by the DOP when the component is transferred to "G" Condition. The modified project code which will identify G requisitions is "ZZO".



NAVAIRINST 4440.6D  
NAVSUPINST 444.155D

f. Part Number and Manufacture Requirements

(1) Requisitioning of part numbered (nonstock numbered) items will follow the same procedures as for stock numbered items. The DSP will assist in expediting contracts containing part numbered items holding components awaiting parts (AWP).

(2) The NAVAVNDEPOT will procure the "minimum buy quantity" of part numbered items procured by the DSP for component repair.

(3) Requirements for depot level manufacture parts will be initiated and funded by NAVAVNDEPOT. If the piece part cannot be manufactured by the local NAVAVNDEPOT due to the lack of raw materials, the DSP shall assist the NAVAVNDEPOT as required, to obtain raw materials. Components will not be transferred to "G" Condition solely for the lack of a manufactured item.

g. "G" Condition components with all parts received have induction priority over all "D", "E", and "F" Condition Code assets when an induction requirements exists.

h. The original ICP repair directive document number will be utilized for transfers from "G" Condition.

i. Prior to implementation of the standard automated system, the DSP will submit monthly "G" Condition reports to NAVAIRHQ Supply Policy, Management and Financial Programs Division (AIR-412) Deputy Assistant Commander for Aviation Depots (AIR-43), NAVSUP (SUP 063), NAVAVNDEPOT (Code 700), NAVAVNDEPOTOPSCEN (Code 882G), ASO (WPR-A), and SPCC (Code 035) listing the following information in the specified format:

- (1) Number of units in "G" Condition
  - (a) Level Schedule
  - (b) B08
  - (c) SPCC
- (2) Number of units transferred "M" to "G"
- (3) Number of units transferred "G" to "M"
- (4) Number of units cancelled ("G" to "F")
- (5) Number of units in "G" with all parts received (awaiting reinduction).



NAVAIRINST 4440.6D  
NAVSUPINST 4440.155D

	<u>Number</u>	<u>Percent of Total</u>
(a)	0-14 days _____	_____
(b)	15-30 days _____	_____
(c)	31-90 days _____	_____
(d)	over 90 days _____	_____

(6) Average "G" time

(7) Oldest item in "G" Condition, number of units, and reason for age.

(8) Brief narrative on local "G" management trends, problems, initiatives, etc.

j. After the system automation implementation, ASO will submit the above information to the cited activities.

k. Components shall be preserved and packaged, prior to "G" Condition storage, to prevent deterioration from corrosion, contamination and electrostatic/electromagnetic field forces and to protect from physical damage.

l. Components shall be transferred from "M" Condition to "G" Condition no later than 45 days if parts are ordered and not received, or requisition status indicates that parts will not be delivered within 45 days of the requisition date.

m. Deviation from the 45 day time limit is authorized when:

(1) The NAVAVNDEPOT can obtain needed parts from alternate sources (backrobbing, parts switching, manufacture, etc.) after exhausting means within the supply system.

(2) Other rework can be continued on the component while awaiting parts delivery.

n. "G" Condition components, on hand material, and outstanding material requirements remain at the current DSP, unless complete repair capability at the collocated DOP is lost, in which case the item, parts and outstanding requisitions will be transferred.

o. The NAVAVNDEPOT will review requisitions for replacement parts. Parts which have experienced demand frequency of two or more during the current quarter will be considered as candidates for NIF inventory within the guidelines contained in the NAVCOMPT Manual, volume 5, paragraph 054302.



NAVAIRINST 4440.6D  
NAVSUPINST 4440.155D

p. Repair parts switching between components in "G" Condition is authorized when the parts switching will result in production of an Ready For Issue unit.

q. Major DSP responsibilities include requisition monitoring, expediting, condition code transfers and custody exchange.

r. "G" Condition material will be in the physical custody of the DSP; however, when an item migrating from "M" to "G" Condition is of such size and/or disassembled state that physical transfer to supply is impractical, the item will remain in physical custody of the NAVAVNDEPOT with component serial number control by the DSP for staging of parts requirements.

s. Prior to the automated system a "G" Condition inventory limit will apply to each component family. This authorized limit will be equal to the sum of the two largest, forecasted quarters repair requirement in the eight quarter forecast. The ICP may grant special exceptions on a specific case basis. Upon ICP direction, "G" Condition assets in excess of the authorized ~~limit will be transferred from "G" Condition to "F" Condition.~~ Parts not switched to other components or sold to the NAVAVNDEPOT will be taken up in stock in accordance with MTIS procedures. Upon implementation of the automated system, "G" Condition components will not be transferred to "F" Condition except for redistribution purposes. "G" Condition asset level will be controlled by reinduction, survey or reclamation. Items no longer required will be reviewed at the ICP for disposal actions.

t. After all parts have been received, reinduct the component within 2 weeks if the NAVAVNDEPOT has plant capacity and the item has a repair requirement and is not in due-in long supply status.

#### 8. Responsibility

##### a. DSP will:

(1) Effect stock record condition code transfers from "M" to "G", "G" to "M", and "G" to "F".

(2) Preserve and package components prior to "G" Condition storage.

(3) Provide storage space, staging area and record keeping for "G" Condition components and associated material.

(4) Match parts received for NAVAVNDEPOT requisitions to components in "G" Condition.

(5) Provide expedite and follow-up services for NAVAVNDEPOT requisitions. Continue to review NIF asset availability to fill outstanding requisitions.



NAVAIRINST 4440.6D  
NAVSUPINST 4440.155D

(6) Provide a list to the ICP of top "G" Condition asset part concerns for ICP expediting action (i.e., similar to the top multiple requirements messages submitted to ASO).

(7) Notify the NAVAVNDEPOT when all parts have been received for a "G" Condition component and provide a weekly listing of all components in "G" Condition that are ready for reinduction.

(8) Ensure that all "G" Condition components parts identified by the NAVAVNDEPOT have had requisitions submitted to the supply system. Further, ensure that requisition status is acceptable (i.e., not canceled or rejected, delivery date not passed, etc.).

(9) Submit monthly "G" Condition management reports as described in paragraph 7i of this instruction, by the 10th of the following month.

(10) Switch parts between "G" Condition components, when the switching will result in the reinduction of a unit into the NAVAVNDEPOT.

(11) Provide "G" Condition management reports to the NAVAVNDEPOT (Code 700) and ASO (WPR-A) on a scheduled basis. When the DSP is implemented onto the automated system, ASO will have visibility of the data so the DSP no longer will provide reports.

(12) The DSP will follow policy guidelines and responsibilities issued for DOP perpetuation of NAVAVNDEPOT requisitions.

(13) Provide feedback to the NAVAVNDEPOT when the decision is made to survey or reclaim "G" Condition assets vice reinduct so that requisitions and material can be disposed of properly.

(14) Coordinate with the DOP when reconciling requisition records and processing Material Obligation Validation (MOV) responses in a timely manner.

b. DOP will:

(1) Identify all parts requirements for an inducted component, screen NIF stocks to satisfy those requirements and submit NAVAVNDEPOT funded requisitions to the supply system for those parts not available from NAVAVNDEPOT owned stocks.





NAVAIRINST 4440.6D  
NAVSUPINST 4440.155D

(2) Prior to transfer to "G" Condition, reconfirm nonavailability within NIF stocks. DOP will provide DSP with updated status on all parts requirements prior to transfer of repairable component.

(3) Coordinate with DSP's to expedite those requisitions which are driving components to "G" Condition. Identifying and expediting requisitions in support of Code 54 would aid in minimizing transfer to "G" Condition.

(4) Review "M" Condition components that are awaiting parts and transfer to "G" Condition within the time frames described in paragraphs 7l and 7m of this instruction.

(5) When transferring a component from "M" Condition to "G" Condition, prepare and submit to the DSP a list of all outstanding parts requirements for the component.

(6) Transfer all parts already received for a component along with the component when effecting an "M" to "G" Condition Code transfer.

(7) All outstanding material requisitions, i.e., standard stock, locally manufactured or locally procured parts, will be redirected to the DSP controlled "G" storeroom for subsequent reinduction. This will be accomplished following the policy guidelines and responsibilities published for perpetuation of DOP requisitions.

(8) Assist the DSP in "G" Condition part switching decisions as described in paragraph 7p of this instruction. Decisions should be made on repair capability and requirement necessity.

(9) Upon notification from the DSP of "G" Condition components ready for induction, reinduct within 2 weeks if there is an induction requirement. Prepare documentation to induct "G" Condition components. Induct "G" Condition prior to inducting "D," "E," or "F" Condition components.

(10) Coordinate "G" Condition part expediting requirements with the DSP.

(11) Buy the "minimum buy quantity" of part numbered items procured by the DSP for component repair.

(12) Perpetuate the original ICP repair directive document number on reinduction from "G" Condition.



NAVAIRINST 4440.6D  
NAVSUPINST 4440.155D

(13) Review parts requisitions and consider for NIF inventory those parts with two or more demands during a quarter.

(14) Notify the DSP when the NAVAVNDEPOT no longer has capability as the DOP for a component.

(15) Coordinate with the DSP when processing MOV's. Transfer the MOV to the DSP for validation.

c. ASO will:

(1) Act as principal NAVSUP agent for monitoring compliance with "G" Condition management policy, including

(a) full Program Support Inventory Control Point (PSICP) responsibility for all parts requirements (regardless of cognizance symbol); and

(b) maintenance of this instruction, in coordination with NAVAVNDEPOTOPSCEN and other affected activities, for approval and publication by NAVAIR/NAVSUP!

(2) Coordinate with DSP's in the development of standard procedures for the efficient management of "G" Condition repairables.

(3) Expedite "G" Condition parts requirements for ASO cog items as identified by the DSP and the "ZZO" project code. Ensure that the Defense Logistics Agency, Air Force, etc., expedite these high priority requirements as well.

(4) Depot support teams will provide dedicated AWP expediting efforts as well as investigation of underlying causes of material support deficiencies.

(5) Based on the large dollar value associated with "G" Condition components, manage the attendant requisitions identified by project code "ZZO" as priority requirements. Review supply response statistics routinely to ensure these requirements are satisfied expeditiously.

(6) Identify parts which have a high frequency rate in "G" Condition components and take positive action to ensure availability of these items.

(7) ASO will be responsible for managing and tracking the Navy Stock Fund budget additive provided to NAVAVNDEPOTOPSCEN to fund NAVAVNDEPOT perpetuated documents.



NAVAIRINST 4440.6D  
NAVSUPINST 4440.155D

This includes evaluating the funding requirements and ensuring the proper dollar amount is resident with NAVAVNDEPOTOPSCEN.

(8) Upon implementation of the automated system, ASO will collect system-wide depot material support deficiency data, expedite critical repair parts, identify and resolve systemic and individual problems, perform numerous management analysis which highlight "G" Condition management issues, and provide reports to the activities listed in 7i.

d. SPCC will:

(1) Expedite "G" Condition parts requirements for SPCC cog items as requested by the DSP or DOP.

(2) Identify parts that have a frequency rate in "G" Condition components and take positive action to ensure availability of these items.

(3) Based on the large dollar value associated with "G" Condition components, manage the attendant "G" requisitions identified by project code "ZZO" as priority requirements. Review supply response statistics routinely to ensure these requirements are satisfied expeditiously.

9. Reports.

Reporting requirements contained in this instruction are exempt from report controls per OPNAVINST 5214.7.

R. B. ABEL  
Vice Commander

R. C. GENTZ  
Vice Commander

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